

September 10, 2003

**OFFICE OF THE HEARING EXAMINER
KING COUNTY, WASHINGTON**

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REPORT AND DECISION

SUBJECT: Department of Development and Environmental Services File No. **L03P0002**
Proposed Ordinance no. **2003-0380**

MARCHINI MEADOWS
Preliminary Plat Application

Location: Eastern side of 132nd Avenue Southeast, where 132nd Avenue
Southeast and Southeast 312th Street meet

Applicant: JG Real Estate Group NW, LLC
represented by Mel Daley
DMP Engineering, Inc.
726 Auburn Way North
Auburn, WA 98002
Telephone: (253) 333-2200
Fax: (253) 333-2206

King County: Department of Development and Environmental Services
represented by Trishah Bull
900 Oakesdale Avenue Southwest
Renton, Washington 98055-1219
Telephone: (206) 296-6758
Facsimile: (206) 296-6644

SUMMARY OF DECISION/RECOMMENDATION:

Department's Preliminary Recommendation:
Department's Final Recommendation:
Examiner's Decision:

Approve, subject to conditions
Approve, subject to revised conditions
Approve, subject to revised conditions

EXAMINER PROCEEDINGS:

Hearing Opened: September 9, 2003
Hearing Closed: September 9, 2003

Participants at the public hearing and the exhibits offered and entered are listed in the attached minutes. A verbatim recording of the hearing is available in the office of the King County Hearing Examiner.

FINDINGS, CONCLUSIONS & DECISION: Having reviewed the record in this matter, the Examiner now makes and enters the following:

FINDINGS:**1. General Information:**

Owner/Developer: Joe Singh
JG Real Estate Group NW, LLC
18124 Riviera Place SW
Seattle, WA 98166
(206) 799-3051

Engineer: DMP, Inc.
726 Auburn Way North
Auburn, WA 98002
(253) 333-2200

STR: NW-10-21-05

Location: The property is located on the eastern side of 132nd Avenue SE, where 132nd Avenue SE and SE 312th Street meet.

Zoning: R-6-SO and R-1-SO

Acreage: 28.54 acres

Number of Lots: 82

Density: 2.87 units per acre

Lot Size: Ranges from approximately 3,600 to 10,000 square feet

Proposed Use: Single-family detached dwellings

Sewage Disposal: City of Auburn

Water Supply: City of Auburn

Fire District: King County District #44

School District: Auburn School District #408

Complete Application Date: March 19, 2003

2. Except as modified herein, the facts set forth in the King County Land Use Services Division's preliminary report to the King County Hearing Examiner for the September 9, 2003, public

hearing are found to be correct and are incorporated herein by reference. The LUSD staff recommends approval of the application, subject to conditions.

3. JG Real Estate Group Northwest, LLC has filed a preliminary plat application to subdivide 28.54 acres into 82 lots in the Lea Hill area near Auburn. The property is bounded on the west by 132nd Avenue Southeast and slopes down a steep incline to SR 18 on the east. Development will be concentrated on the western half of the property, which is a relatively flat plateau adjacent to 132nd Avenue Southeast.
4. The proposed plat presents issues in two principal areas, drainage and roads and traffic. The application will successfully manage drainage impacts by consolidating plat flows in an R/D facility to be located at the property's southwest corner. From there flows will be transported offsite over steep erosive slopes by means of a tightline. Level 2 flow control will be applied to the R/D facility in order not to exacerbate erosive impacts after flows are discharged from the pipe near a tributary of Little Soosette Creek.
5. With the recent construction of a new interchange on SR 18 at Southeast 304th Street, 132nd Avenue Southeast adjacent to the plat has been transformed into a major transportation corridor. Congestion levels are particularly high in the mornings when students drive to Green River Community College located near the intersection of Southeast 320th Street and 124th Avenue Southeast, traveling from SR 18 via the 132nd Avenue Southeast/Southeast 312th Street corridor. A significant but lesser degree of congestion also occurs in the afternoon when students are departing the campus. Staff concedes that during these peak traffic events the intersection at Southeast 312th Street/124th Avenue Southeast north of the campus and west of the plat property probably functions at a level of service F during both the AM and PM peak hours. In the AM peak particularly, neighborhood residents report that traffic to the community college backs up from the Southeast 312th Street/124th Avenue Southeast intersection uphill onto 132nd Avenue Southeast adjacent to the site.
6. Although widening of the arterial corridor connecting the Green River Community College to the Southeast 104th Street interchange with SR 18 would provide some relief to this problem, it is not likely to be entirely resolved until a new interchange is constructed at Southeast 320th Street for SR 18 traffic. Since neither widening of the arterial corridor nor a new interchange are likely to occur in the foreseeable future, the congestion resulting from Green River Community College traffic is likely to remain a problem on Lea Hill for years to come.
7. Neighborhood residents would like the Marchini Meadows developer to either contribute to a resolution of the community college traffic congestion problem or else see the plat denied until some kind of regional solution is effected. However, neither option is feasible under the circumstances before us. There are no currently planned construction projects to which this applicant can contribute, and the quantity of new traffic from the project generated southbound toward the community college will be extremely small. Under applicable County regulations, the traffic level at the Southeast 312th Street/124th Avenue South intersection falls well below the quantity required to trigger a mitigation requirement under the County's Intersections Standards for the LOS F condition.

8. The DDES conditions do require the Applicant to make a significant contribution to solving road design issues on the portion of the 132nd Avenue Southeast system that lies adjacent to the plat. These requirements include dedication of 12 feet of right-of-way toward an eventual five-lane design and left turn channelization for traffic entering the plat. Such requirements are appropriate to the level of contribution that Marchini Meadows will make to the identified traffic problems inasmuch as the majority of plat generated traffic on 132nd Avenue Southeast north of the site will head outbound in the morning when the congestive flow is southbound and vice versa within the PM peak hour.

CONCLUSIONS:

1. If approved subject to the conditions imposed below, the proposed subdivision makes appropriate provision for the public health, safety and welfare; serves the public use and interest; and meets the requirements of RCW 58.17.110.
2. The conditions of approval imposed herein, including dedications and easements, will provide improvements that promote legitimate public purposes, are necessary to serve the subdivision and are proportional to its impacts; are required to make the proposed plat reasonably compatible with the environment; and will carry out applicable state laws and regulations and the laws, policies and objectives of King County.

DECISION:

The preliminary plat application for Marchini Meadows at Lea Hill as revised on May 28, 2003, is APPROVED, subject to the following conditions of final plat approval:

1. Compliance with all platting provisions of Title 19 of the King County Code.
2. All persons having an ownership interest in the subject property shall sign on the face of the final plat a dedication which includes the language set forth in King County Council Motion No. 5952.
3. The plat shall comply with the base density (and minimum density) requirements of the R-6-SO and R-1-SO zone classifications. All lots shall meet the minimum dimensional requirements of the R-6-SO and R-1-SO zone classifications or shall be as shown on the face of the approved preliminary plat, whichever is larger, except that minor revisions to the plat which do not result in substantial changes may be approved at the discretion of the Department of Development and Environmental Services.
4. All construction and upgrading of public and private roads shall be done in accordance with the King County Road Standards established and adopted by Ordinance No. 11187, as amended (1993 KCRS).
5. The Applicant must obtain the approval of the King County Fire Protection Engineer certifying the adequacy of the fire hydrant, water main, and fire flow to meet the standards of Chapter 17.08 of the King County Code.

6. Final plat approval shall require full compliance with the drainage provisions set forth in King County Code 9.04. Compliance may result in reducing the number and/or location of lots as shown on the preliminary approved plat. Preliminary review has identified the following conditions of approval which represent portions of the drainage requirements. All other applicable requirements in KCC 9.04 and the Surface Water Design Manual (SWDM) must also be satisfied during engineering and final review.
- a. Drainage plans and analysis shall comply with the 1998 King County Surface Water Design Manual and applicable updates adopted by King County. DDES approval of the drainage and roadway plans is required prior to any construction.
 - b. Current standard plan notes and ESC notes, as established by DDES Engineering Review, shall be shown on the engineering plans.
 - c. The following note shall be shown on the final recorded plat:

All building downspouts, footing drains, and drains from all impervious surfaces such as patios and driveways shall be connected to the permanent storm drain outlet as shown on the approved construction drawings # _____ on file with DDES and/or the King County Department of Transportation. This plan shall be submitted with the application of any building permit. All connections of the drains must be constructed and approved prior to the final building inspection approval. For those lots that are designated for individual lot infiltration systems, the systems shall be constructed at the time of the building permit and shall comply with plans on file."
 - d. The stormwater detention facility shall be designed at a minimum to the Level 2 Flow Control and Basic Water Quality requirements in the 1998 King County Surface Water Design Manual (KCSWDM).
 - e. A surface water adjustment (L03V0031) is approved for this subdivision. All conditions of approval for this adjustment shall be met prior to engineering plan approval.
 - f. An H.D.P.E. pipeline shall be installed from the developed portion of the site down the steep slopes to an outlet location at the base. The pipeline design shall be included with the engineering plan submittal. Note that a conceptual plan for this pipeline was received July 29, 2003. The pipeline shall be designed in general conformance with the conceptual plan, unless otherwise approved by DDES, and maintained after installation by King County.

An offsite drainage easement is required for this improvement. The appropriate easement documents shall be submitted with the engineering plans.

The outlet structure will be constructed within a Class 3 Stream buffer and is therefore subject to the following requirements:

- (i) The out-fall discharge structure maybe constructed within the buffer provided it is constructed with hand labor. The structure shall be located land ward of the ordinary high water mark. No heavy equipment shall be used within the stream buffer. No significant trees (greater than 6” DPH) shall be removed for the construction of the outfall.
 - (ii) A mitigation plan and financial guarantee/bond maybe be required for any proposed impacts of sensitive areas/buffers. The bond amount would include all components of the mitigation plan including, but not limited to, plantings, grading, fencing, signs, inspections, and monitoring for five years.
 - (iii) Additional permits/approvals maybe needed from other regulatory agencies for the construction of the outfall within close proximity of the stream. The Applicant shall be responsible for acquiring these permits/approvals prior to DDES final approval.
 - (iv) Prior to final recording and/or during final engineering review, the plan set shall be routed to the sensitive areas group for review and approval.
 - g. The Applicant’s geotechnical engineer shall provide recommendations for the design and construction of the drainage detention facility and H.D.P.E. pipeline. The geotechnical recommendations shall be included in the T.I.R. and incorporated into the design with submittal of the engineering plans.
 - h. Special geotechnical construction inspection of the drainage detention facility and H.D.P.E pipeline is required to ensure compliance with the geotechnical recommendations. Inspection reports shall be submitted to the assigned Land Use Inspector during the construction phases of those facilities. A final construction report shall be submitted verifying compliance with the geotechnical recommendations.
7. The proposed subdivision shall comply with the 1993 King County Road Standards (KCRS). The following road improvements are required to be constructed according to the 1993 KCRS:
- a. The entrance road off of 132nd Avenue SE (SE 308th) shall be improved to the Neighborhood collector (Urban) standard, 36 feet curb to curb from 132nd Avenue SE to 133rd Avenue SE.
 - b. 133rd Avenue SE shall be improved to the Subcollector (Urban) standard from the north side of SE 308th Place (entrance road) to SE 310th Street.
 - c. The cul-de-sac portion of SE 308th Place, north of the plat entrance road, shall be improved to the Minor Access Street (Urban) standard.
 - d. SE 310th Street shall be constructed to the Subaccess Street (Urban) standard from 132nd Avenue SE to 133rd Avenue SE, and to the Minor Access Street (Urban) standard from the east side of 133rd Avenue SE to the terminus referred to as 133rd Court SE.

e. The following improvements shall be constructed along the frontage roads:

1. The frontage along 132nd Avenue SE/132nd Way SE, from the northerly subdivision boundary to the ‘intersection’ of 132nd Avenue SE and 132nd Way SE, shall be improved to the Minor Arterial (Urban) standard. Although no County improvement project is currently proposed to widen this roadway to a five-lane section, this improvement shall be based upon a 33-foot wide half-street (as measured from right-of-way centerline) and shall be striped as a three-lane section (providing a left turn lane at the plat entrance: SE 308th Place - with either a dedicated left turn lane or a continuous two-way left turn lane - see Condition 7.e.3, below) with a bike lane.

Twelve feet of additional right-of-way shall be dedicated along this portion of the 132nd Ave. SE frontage (northerly subdivision boundary to vicinity of Lot 67).

At the location of the approved school bus stop at the plat entrance, the sidewalk improvements shall include a widened concrete ‘pad’ for school age pedestrians.

These improvements shall include transitions into/out of the widened roadway section designed to a 45 MPH design speed for a Minor Arterial together with an eight (8) foot wide paved shoulder

2. The frontage along 132nd Avenue SE, from the ‘intersection’ of 132nd Avenue SE and 132nd Way SE (west of proposed Lots 67 and 68 on the preliminary plat map) to SE 310th Place shall be improved to the “half-street” Subaccess street (Urban) standard, with curb, gutter and sidewalk along the plat frontage, no less than 20 feet of pavement (from edge of pavement to curb) and connecting into the frontage improvements constructed along 132nd Way SE. These improvements shall include a minor horizontal realignment of the existing improvements consistent with a low speed curve (per KCRS 2.10A). This shall also include the construction of a 25-foot (minimum) radius pavement edge transition adjacent to the northerly corner of Tax Parcel 0921059218 (31109 132nd Avenue SE) and a 35-foot radius curb return at the ‘northeast’ corner of the intersection of 132nd Way SE/ 132nd Avenue SE.

No improvements are required on 132nd Avenue SE, south of SE 310th Place (i.e. adjoining the westerly side of Tract E). The full curb return at the southeast corner of the intersection shall be constructed, however.

3. 132nd Avenue SE shall be striped in general accordance with the conceptual channelization plan submitted to KCDOT on February 19, 2003. As an alternative, during engineering plan review, this section of turn lane channelization may be designed as a continuous two way left turn lane (providing center turn lane accessibility for the existing homes on the west side of 132nd Avenue SE/132nd Way SE in addition to the access into the proposed

plat entrance road, rather than the exclusive turn lanes submitted in the conceptual plan.

A channelization and illumination plan meeting King County standards shall be submitted for review and approval at the time of engineering plan submittal.

The precise limits of the transition tapers and the beginning/end of the turn lanes may be slightly lengthened from that shown in the conceptual plan based upon the locations of driveways to the properties on the west side of 132nd Avenue SE, or, to the property immediately north of the plat.

- f. Tracts “A”, “B”, “C”, “D” and “J” shall be improved to the private access street standard per Section 2.09 of the KCRS. Notes regarding the ownership and maintenance of these tracts shall be placed on the engineering plans and final plat.
 - g. The following restrictions on direct driveway access will be noted on the plat map and the engineering plans:
 - 1. Direct access to 132nd Avenue SE or 132nd Way SE will not be permitted to any lots abutting those roadways.
 - 2. Direct driveway access will not be permitted to either lot abutting the plat entrance road: SE 308th Place, between 132nd Avenue SE and 133rd Avenue SE.
 - h. Modifications to the above road conditions may be considered according to the variance procedures in Section 1.08 of the KCRS.
 - i. The planter islands (if any) within the cul-de-sacs shall be maintained by the abutting lot owners or homeowners association. This shall be stated on the face of the final plat.
 - j. All utilities within proposed rights-of-way must be included within a franchise approved by the King County Council prior to final plat recording.
8. The Applicant or subsequent owner shall comply with King County Code 14.75, Mitigation Payment System (MPS), by paying the required MPS fee and administration fee as determined by the applicable fee ordinance. The Applicant has the option to either: (1) pay the MPS fee at final plat recording, or (2) pay the MPS fee at the time of building permit issuance. If the first option is chosen, the fee paid shall be the fee in effect at the time of plat application and a note shall be placed on the face of the plat that reads, "All fees required by King County Code 14.75, Mitigation Payment System (MPS), have been paid." If the second option is chosen, the fee paid shall be the amount in effect as of the date of building permit application.
9. Lots within this subdivision are subject to King County Code 21A.43, which imposes impact fees to fund school system improvements needed to serve new development. As a condition of final approval, fifty percent (50%) of the impact fees due for the plat shall be assessed and collected immediately prior to recording, using the fee schedules in effect when the plat receives final approval. The balance of the assessed fee shall be allocated evenly to the dwelling units in the plat and shall be collected prior to building permit issuance.

10. The proposed subdivision shall comply with the Sensitive Areas Code as outlined in KCC 21A.24. Permanent survey marking and signs as specified in KCC 21A.24.160 shall also be addressed prior to final plat approval. Temporary marking of sensitive areas and their buffers (e.g., with bright orange construction fencing) shall be placed on the site and shall remain in place until all construction activities are completed.
11. Preliminary plat review has identified the following specific sensitive areas requirements which apply to this project. All other applicable requirements from KCC 21A.24 shall also be addressed by the Applicant.

Geotechnical

- a. Determine the top, toe, and sides of 40% slopes by field survey. Provide a 50-foot buffer these slopes. The buffer may be reduced with the submittal of a satisfactory soils report, subject to review and approval by DDES geologist, prior to engineering plan approval.
- b. The Applicant shall delineate all on-site erosion hazard areas on the final engineering plans (erosion hazard areas are defined in KCC 21A.06.415). The delineation of such areas shall be approved by a DDES geologist. The requirements found in KCC 21A.24.220 concerning erosion hazard areas shall be met, including seasonal restrictions on clearing and grading activities.
- c. The following note shall be shown on the final engineering plan and recorded plat:

RESTRICTIONS FOR SENSITIVE AREA TRACTS AND SENSITIVE AREAS AND BUFFERS

Dedication of a sensitive area tract/sensitive area and buffer conveys to the public a beneficial interest in the land within the tract/sensitive area and buffer. This interest includes the preservation of native vegetation for all purposes that benefit the public health, safety and welfare, including control of surface water and erosion, maintenance of slope stability, and protection of plant and animal habitat. The sensitive area tract/sensitive area and buffer imposes upon all present and future owners and occupiers of the land subject to the tract/sensitive area and buffer the obligation, enforceable on behalf of the public by King County, to leave undisturbed all trees and other vegetation within the tract/sensitive area and buffer. The vegetation within the tract/sensitive area and buffer may not be cut, pruned, covered by fill, removed or damaged without approval in writing from the King County Department of Development and Environmental Services or its successor agency, unless otherwise provided by law.

The common boundary between the tract/sensitive area and buffer and the area of development activity must be marked or otherwise flagged to the satisfaction of King County prior to any clearing, grading, building construction or other development activity on a lot subject to the sensitive area tract/sensitive area and buffer. The required marking or flagging shall remain in place until all

development proposal activities in the vicinity of the sensitive area are completed.

No building foundations are allowed beyond the required 15-foot building setback line, unless otherwise provided by law.

12. Suitable recreation space shall be provided consistent with the requirements of KCC 21A.14.180 and KCC 21A.14.190 (i.e., sport court[s], children's play equipment, picnic table[s], benches, etc.).
 - a. A detailed recreation space plan (i.e., landscape specs, equipment specs, etc.) consistent with the overall conceptual plan shall be submitted for review and approval by DDES and King County Parks prior to or concurrent with the submittal of the final plat documents.
 - b. A performance bond for recreation space improvements shall be posted prior to recording of the plat.
13. A homeowners' association or other workable organization shall be established to the satisfaction of DDES which provides for the ownership and continued maintenance of the recreation, open space and/or sensitive area tract(s).
14. Street trees shall be provided as follows (per KCRS 5.03 and KCC 21A.16.050):
 - a. Trees shall be planted at a rate of one tree for every 40 feet of frontage along all roads. Spacing may be modified to accommodate sight distance requirements for driveways and intersections.
 - b. Trees shall be located within the street right-of-way and planted in accordance with Drawing No. 5-009 of the 1993 King County Road Standards, unless King County Department of Transportation determines that trees should not be located in the street right-of-way.
 - c. If King County determines that the required street trees should not be located within the right-of-way, they shall be located no more than 20 feet from the street right-of-way line.
 - d. The trees shall be owned and maintained by the abutting lot owners *or* the homeowners association or other workable organization unless the County has adopted a maintenance program. Ownership and maintenance shall be noted on the face of the final recorded plat.
 - e. The species of trees shall be approved by DDES if located within the right-of-way, and shall not include poplar, cottonwood, soft maples, gum, any fruit-bearing trees, or any other tree or shrub whose roots are likely to obstruct sanitary or storm sewers, or that is not compatible with overhead utility lines.
 - f. The Applicant shall submit a street tree plan and bond quantity sheet for review and approval by DDES prior to engineering plan approval.

- g. The Applicant shall contact Metro Service Planning at 684-1622 to determine if 132nd Avenue SE is on a bus route. If 132nd Avenue SE is a bus route, the street tree plan shall also be reviewed by Metro.
 - h. The street trees must be installed and inspected, or a performance bond posted prior to recording of the plat. If a performance bond is posted, the street trees must be installed and inspected within one year of recording of the plat. At the time of inspection, if the trees are found to be installed per the approved plan, a maintenance bond must be submitted or the performance bond replaced with a maintenance bond, and held for one year. After one year, the maintenance bond may be released after DDES has completed a second inspection and determined that the trees have been kept healthy and thriving.
 - i. A landscape inspection fee shall also be submitted prior to plat recording. The inspection fee is subject to change based on the current County fees.
15. Significant Trees SDO, SO-220. This development condition requires the Applicant to retain a percentage of existing significant trees on-site. The Applicant is exempt from this requirement per KCC 21A.38.23.B.h., which states:
- Project sites with 25 percent or greater of the total gross site area in sensitive areas, sensitive area buffers and other areas to be left undisturbed such as wildlife corridors, shall be exempt from the significant tree retention requirements of this chapter.
16. There is a steep slope adjacent to proposed lots 60, 61 and 62 in the southeastern portion of the development. The Applicant proposes to reduce the standard 50-foot wide steep slope buffer at this location to 10 feet as shown on the site plan. This reduction is based on a recommendation presented in the July 14, 2003, geotechnical report by Golder Associates. DDES has not yet agreed to this reduction as is required by KCC 21A.24.310. Thus, this requested buffer reduction shall be revisited and either approved or denied during the engineering review phase.

ORDERED this 10th day of September, 2003.

Stafford L. Smith
King County Hearing Examiner

TRANSMITTED this 10th day of September, 2003, to the parties and interested persons of record:

Ron & Tracy Buckholz
Melvin L. Daley
Neal & Alisa Grandy
Joseph R. Jones
Steven E. Lund

Tim & Aikui Butson
Seattle/K.C. Health Dept
Harbour Homes
Hans Korve
Richard & Shirley May

Sheila May
Rudy Terry
Charles Santee
Joseph Singh
Greg Borba
Kim Claussen
Kristen Langley
Steve Townsend
Bruce Whittaker

Gerald & Audrey Rasmussen
Michael E. Salter
Andrew Schindler
Art Torgerson
Trishah Bull
Nick Gillen
Carol Rogers
Larry West

NOTICE OF RIGHT TO APPEAL

In order to appeal the decision of the Examiner, written notice of appeal must be filed with the Clerk of the King County Council with a fee of \$250.00 (check payable to King County Office of Finance) ***on or before September 25, 2003***. If a notice of appeal is filed, the original and six (6) copies of a written appeal statement specifying the basis for the appeal and argument in support of the appeal must be filed with the Clerk of the King County Council ***on or before October 2, 2003***. Appeal statements may refer only to facts contained in the hearing record; new facts may not be presented on appeal.

Filing requires actual delivery to the Office of the Clerk of the Council, Room 1025, King County Courthouse, 516 3rd Avenue, Seattle, Washington 98104, prior to the close of business (4:30 p.m.) on the date due. Prior mailing is not sufficient if actual receipt by the Clerk does not occur within the applicable time period. The Examiner does not have authority to extend the time period unless the Office of the Clerk is not open on the specified closing date, in which event delivery prior to the close of business on the next business day is sufficient to meet the filing requirement.

If a written notice of appeal and filing fee are not filed within fourteen (14) calendar days of the date of this report, or if a written appeal statement and argument are not filed within twenty-one (21) calendar days of the date of this report, the decision of the hearing examiner contained herein shall be the final decision of King County without the need for further action by the Council.

MINUTES OF THE SEPTEMBER 9, 2003, PUBLIC HEARING ON DEPARTMENT OF DEVELOPMENT AND ENVIRONMENTAL SERVICES FILE NO. L03P0002.

Stafford L. Smith was the Hearing Examiner in this matter. Participating in the hearing were Trishah Bull, Kristen Langley, Bruce Whittaker, representing the Department; and Mel Daley and Hans Korve, representing the Applicant; and Sheila May, Art Torgerson, Rudy Terry and Ron Buckholz.

The following exhibits were offered and entered into the record:

Exhibit No. 1	DDES file no. L03P0002
Exhibit No. 2	DDES Preliminary Report to the Hearing Examiner, dated September 9, 2003
Exhibit No. 3	Application for Land Use Permits, signed & dated by P. Morrow on January 23, 2003
Exhibit No. 4	Environmental checklist, received February 19, 2003

Exhibit No. 5 Determination of non-significance, issued August 15, 2003

Exhibit No. 6	Affidavit of posting indicating a posting date of March 28, 2003, and dated received by DDES as April 1, 2003
Exhibit No. 7	Preliminary plat map (2 pgs), received May 28, 2003
Exhibit No. 8	Land use maps, Kroll pages 764 W and 721 E
Exhibit No. 9	Assessor's maps: NW 10-21-5, SE 9-21-5 and NE 9-21-5
Exhibit No. 10	Level 1 Off-site Drainage Analysis by DMP, Inc., received February 19, 2003
Exhibit No. 11	L03V0031 – Approved KCSWDM adjustment approval and conditions, dated June 19, 2003
Exhibit No. 12	Traffic Impact Analysis by Christopher Brown & Assoc., received February 19, 2003
Exhibit No. 13	Traffic Analysis Supplement by Christopher Brown & Assoc., received February 26, 2003
Exhibit No. 14	Preliminary Geotechnical Investigation and Steep Slope Hazard Study by Golder Associates, received February 19, 2003
Exhibit No. 15	Proposed Surface Water Drainage System Reconnaissance by Golder Associates, faxed on June 2, 2003
Exhibit No. 16	Critical Area Report for Steep Slope Sensitive Area (Lots 60, 61 and 62) by Golder Associates, received July 29, 2003
Exhibit No. 17	Revised Conceptual Drainage Plan by DMP, Inc., received July 29, 2003
Exhibit No. 18	Storm Water Easement Intent, received April 29, 2003
Exhibit No. 19	Conceptual Road Plan, received February 19, 2003
Exhibit No. 20	Site Distance Map, received February 19, 2003
Exhibit No. 21	Supplementary Site Distance Map, received July 29, 2003
Exhibit No. 22	Letter from Washington State DOT, received April 16, 2003
Exhibit No. 23	Email from Neil Grandy, regarding traffic concerns, received March 31, 2003
Exhibit No. 24	New DDES condition 16

SLS:ms/gao
L03P0002 RPT